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CLASSIFICATION SECRETCOUNTRY East GermanyREPORT NO. TOPIC Soviet Central Motor Vehicle Repair Shop At Zeesen

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EVALUATION 25X1 PLACE OBTAINED 25X1 DATE OF CONTENT November 1953 to March 1954DATE OBTAINED 25X1 DATE PREPARED

11 May 1954

REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS

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1. The following vehicles in want of repair were turned in at the Soviet central motor vehicle repair shop in Zeesen between November 1953 and March 1954:

November 1953: about 59 trucks, 20 trailers, and 17 tank trucks.

December 1953: about 56 trucks, 12 truck chassis, 3 workshop trucks, 4 ambulances and 6 jeeps.

January 1954: about 80 trucks, 4 trailers, 22 tank trucks, and 14 jeeps.

February 1954: about 92 trucks.

March 1954: about 103 trucks, 30 workshop trucks, and 14 jeeps. This list of vehicles is incomplete.
2. The following vehicles were dispatched during the same period:

November 1953: about 60 trucks, 4 workshop trucks, 26 jeeps, 12 trailers, 4 ambulances and 2 tank trucks.

December 1953: about 70 trucks, 7 workshop trucks, 24 jeeps, and 10 ambulances.

January 1954: about 81 trucks, 16 workshop trucks, 12 jeeps, 4 ambulances and 22 tank trucks.

February 1954: about 80 trucks, 78 workshop trucks, 15 jeeps, 8 trailers and 9 ambulances.

March 1954: about 130 trucks, 45 workshop trucks, 18 jeeps, 14 ambulances and 10 tank trucks.
3. The following vehicles were repaired at Zeesen from November 1953 to March 1954:

November 1953: 110 trucks, 22 jeeps, 4 tank trucks, 5 ambulances, and 10 trailers.

December 1953: 140 trucks including 60 Studebakers which were repaired by an additionally workforce of 22 men from Oberschoeneweide, 20 jeeps, 5 ambulances, 15 trailers and 25 tanks for tank trucks.

January 1954: 84 trucks, 18 jeeps, 8 tank trucks, 3 ambulances and several trailers.

February 1954: 74 trucks, 18 jeeps, 14 tank trucks, 3 ambulances, and 12 trailers.

March 1954: 114 trucks, 22 jeeps, 24 tank trucks, 3 ambulances and 16 trailers.
4. On 15 December 1953, the following vehicles were to be repaired at Zeesen: 116 trucks including 100 Studebakers, 80 jeeps and 25 tank trucks. Vehicles ready to be picked up included 70 trucks and 20 workshop trucks. On 31 December, 85 trucks, 20 jeeps, 10 tank trucks, 6 ambulances and 62 workshop trucks were ready to be picked up. On 31 January 1954, the following vehicles were still to be repaired: 130 trucks including 80 Studebakers, 70 jeeps and 25 tank trucks. Ready for dispatch were 50 trucks, 25 jeeps, 6 tank trucks, 4 ambulances and 60 workshop trucks. On 28 February 1954, the following vehicles were still to be repaired: 120 trucks, including 80 Studebakers, 60 jeeps, 20 tank trucks and 4 ambulances. Vehicles ready to be picked up included 55

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trucks, 20 jeeps, 10 tank trucks, 3 ambulances and 25 workshop trucks.¹

5. In mid-November 1953, the plant had a workforce of 524 German workers and employees. The Soviet administration included 5 officers, 6 NCOs, and 2 women secretaries.²
6. After January 1954, guard duty at the plant was performed by a KVP detail of 50 soldiers while previously guard duty was performed by civilians.³

1. [redacted] Comment. The figures reported on incoming and outgoing vehicles and on the volume of repair work done at the Zeesen motor vehicle repair plant of the GOFG only partially agree with each other. Conclusions regarding the capacity of the plant were drawn only on figures on the repair work performed. These figures show that, since the beginning of 1954, repair work had still been concentrated on the complete overhaul of trucks, with a total of 272 trucks having been overhauled between January and March 1954. The number of jeeps repaired as well as the equipment of workshop trucks has decreased during the last months. Overhaul and cleaning of tank trucks and ambulances is being made regularly.

25X12a [redacted] Comment. The personnel strength seems to have increased during the last months. A workforce of 430 men had previously been reported. [redacted]

25X13. [redacted] Comment. The statement that the KVP took over guard duty is not given credence. So far, guard duty at these installations has been performed by members of the industrial police or SSD (State Security Service)

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